MBTA Key Bus Route Improvement Program

Community Meeting
Route 57 - Boston

June 22, 2011
Jackson Mann Community Center

Agenda

- Welcome and introductions
- Safety briefing/Accommodations
- Key Bus Route Program overview
- Existing conditions
- Recommendations
- Next Steps
- Discussion

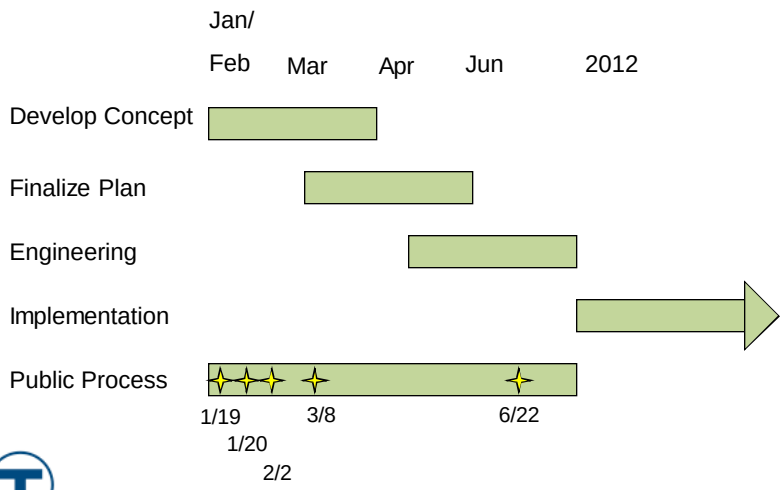
Introduction

- Enhancements to 15 Key Bus Routes
- Funded by $10 million ARRA grant

Implementation Process

- Coordination with municipalities
- Development of initial concepts
- Community meetings
- Incorporation of public comments
- Refinement of concepts and final community buy-in
- Final design and construction

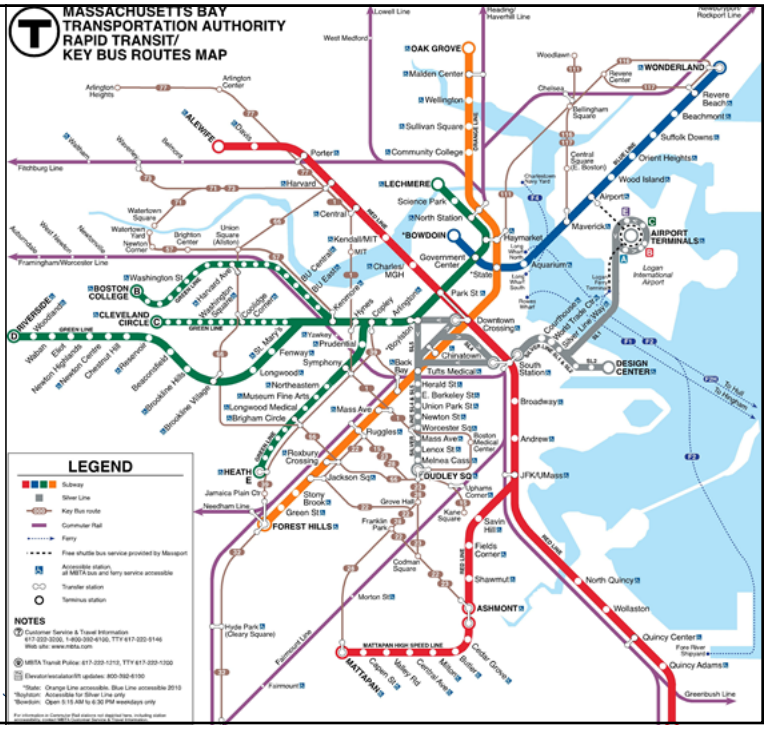
Project Schedule
Bus Route 57



Key Bus Route Goals

- **Reliability**
  - less bus bunching
- **Faster service**
  - fewer delays, less stops, shorter trip times
- **Improved accessibility**
  - for seniors and persons with disabilities
- **Passenger amenities**
  - shelters, benches, signage, trash receptacles

Key Bus Routes



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Typical Conditions

Bus stop too short

Poorly located boarding area

Bus stops too close

Signage issues

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Improved Accessibility

massDOT
Massachusetts Department of Transportation
Rail & Transit Division

Legal Mandate

- All bus doors must open at curb
- Deter cars from parking in stops

Providing accessible curb access requires longer bus stops

- Bus Stops must meet Current Guidelines for 40' buses

Farside – 60ft

Nearside – 80ft

Required Bus Stop Lengths

Midblock (or after left hand turn) – 100ft

Reliability Issues

- Bus "bunching"
- Overcrowding
- On-time performance

Preferred Bus Stop Locations

- Sufficient length to allow buses to pull to the curb
- Clear boarding/alighting area
- Not blocking crosswalks or driveways
- Considerate of adjacent traffic
- Appropriate distance between stops

Factors for Improving Stop Locations

- Ridership – customer boardings and alightings
- Proximity to schools, medical centers etc
- Distance to adjacent stops
- Reducing traffic congestion
- Parking impacts
- Potential to add amenities – shelters, benches etc.

Bus Stop Spacing

- Ideal spacing is 4 - 7 stops per mile (every 750-1,320 ft) (4-6 minutes walking distance)
- Route 57 has stops as close as 330 ft

Bus Stop Consolidation

Benefits

- Shortens bus trip times
- Improves service reliability
- Minimizes “stop & go” experience
- Provides additional parking spaces
- Ability to provide better stop amenities

Traffic Signal Improvements

- Provide longer green time for buses
- Reduce overall congestion
- Requires coordination with roadway authority

Improved Amenities

Shelters

Trash receptacles

Benches

Pavement markings

Improving Customer Information

Route 57: Overview

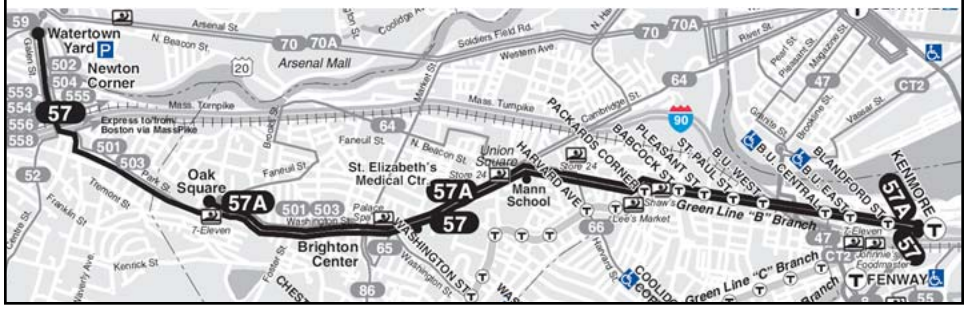
- Watertown Yard / Oak Sq to Kenmore Sta
  - Via Newton Cnr, Brighton Ctr, Union Sq & Packard's Cnr.
  - BU, Agganis Arena, Fenway Park, St. Elizabeth's Medical Center
- 5.7 miles long
  - Run Time Varies by Time of Day (approx. 22-36 min)
- Connects to:
  - Green Line & 17 Bus Routes
  - KBR – 66, 71

Route 57: Overview

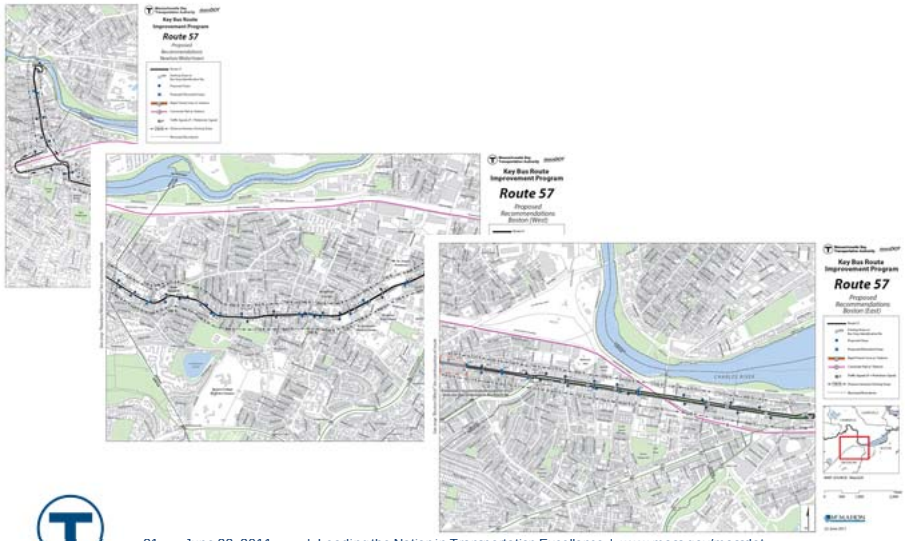
- MBTA's 5th busiest route
  - Over 11,500 daily boardings
- Headways:
  - every 6 min during peak hour; 10-13 min midday/evenings
- On-time performance
  - 71% weekdays

Source: MBTA's 2008 Biennial Service Plan

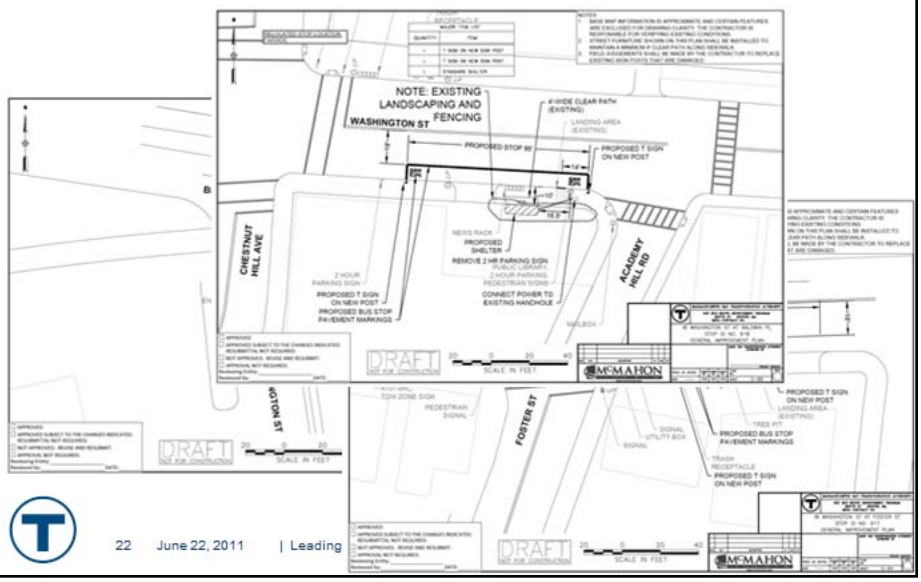
- 86 stops — 45 Inbound (to Kenmore)
  43 Outbound (to Watertown)



Proposed Recommendations (updated)

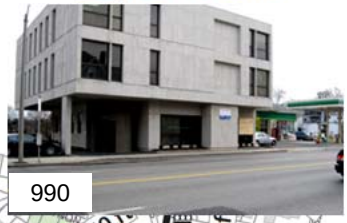


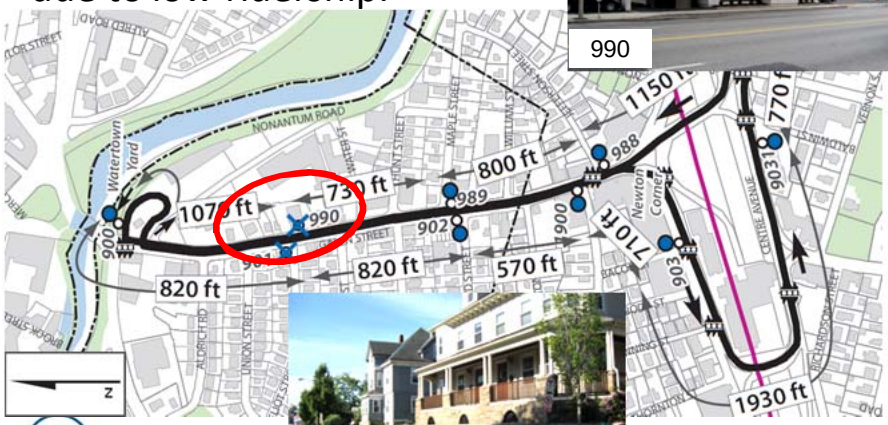
30% Design Plans



Watertown Yard to 400 Centre Av

Remove Eliot St stops to improve bus stop spacing and due to low ridership.





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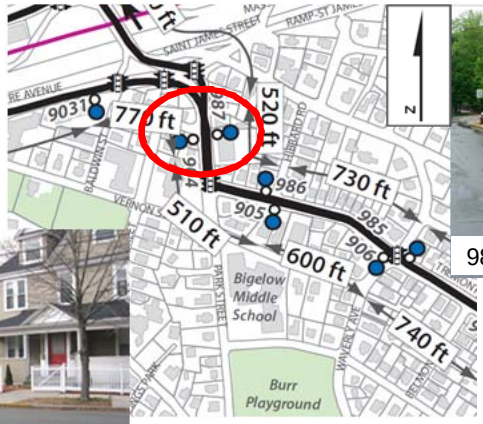
Park St @ Elmwood St

Retain IB and OB stops; lengthen OB stop.



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Tremont St @ Pembroke St

Construct concrete landing pad at front of stop.
Add pavement markings.

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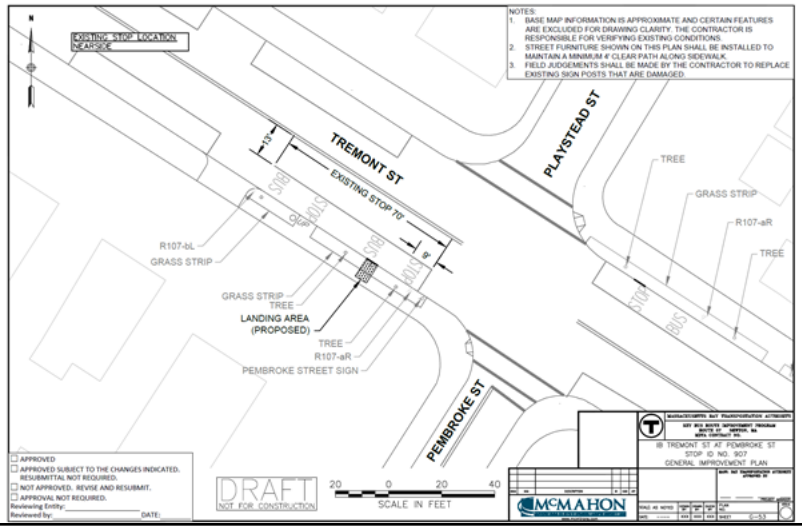
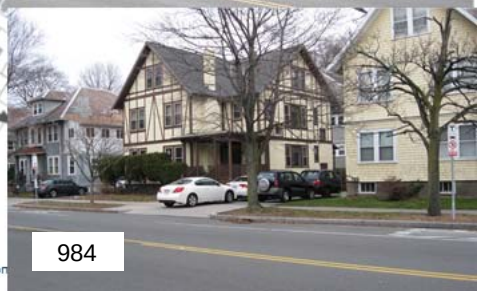


Tremont St @ Marlboro St

Remove inbound/outbound stops.



Tremont St @ Cufflin St IB

Relocate farside of Cufflin St and add a concrete landing area.

Tremont St @ Tip Top

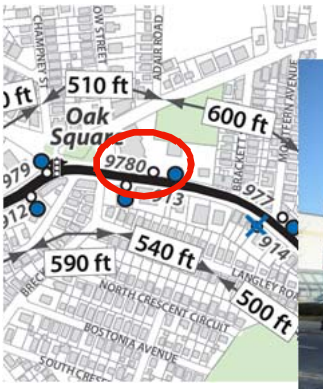
Remove IB and OB stops to improve bus stop spacing and due to insufficient bus stop length, low ridership, and narrow sidewalk.

Washington St @ Breck Ave

Install narrow shelter and trash receptacle.

Washington St @ Oak Sq

Relocate signs to lengthen stop; add trash receptacle.



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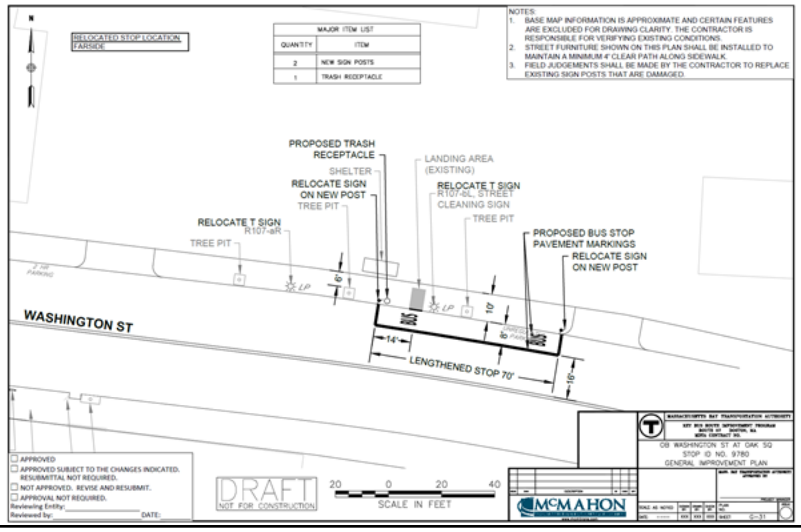
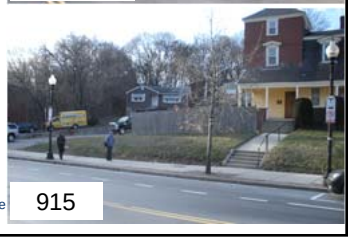


Washington St @ Montfern Ave

Move stop within block to reduce parking impacts; relocate trash receptacle.

Washington St opp Montfern and @ Langley

Consolidate IB stops to new location between Langley Rd and Oak Sq Ave. Add shelter.



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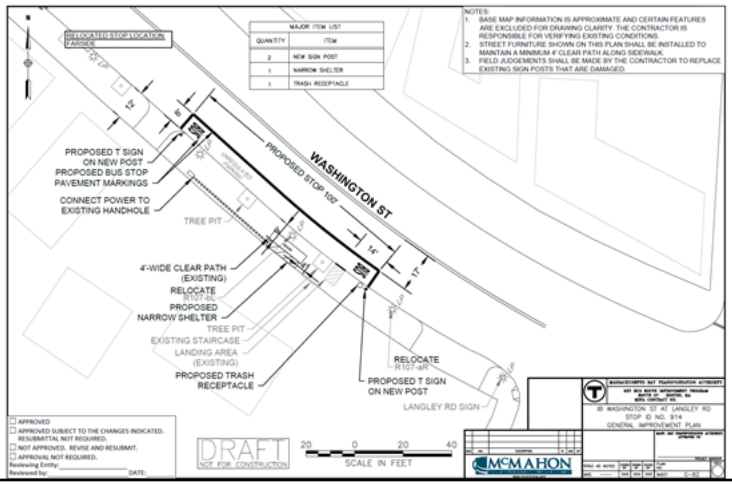


Washington St @ Fairbanks St OB

Remove stop to improve bus stop spacing.

Washington St @ Brock St OB

Lengthen stop. Add trash receptacle. Consider shared bus/ right turn lane.

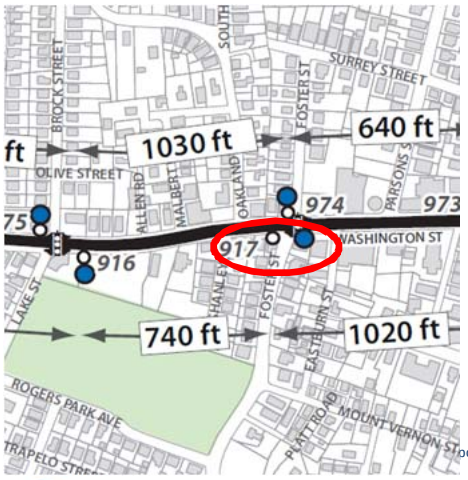
Washington St @ Lake St/Brock St

Consider shared bus/right turn lane for the westbound (OB) approach, and a bus queue jump lane for the eastbound (IB) approach.

* Note that Lake Street/Brock Street operates as a one-way street northbound.

Washington St @ Foster St IB

Relocate farside. Add amenities. Consider shared bus/right turn lane. Investigate signal improvements.



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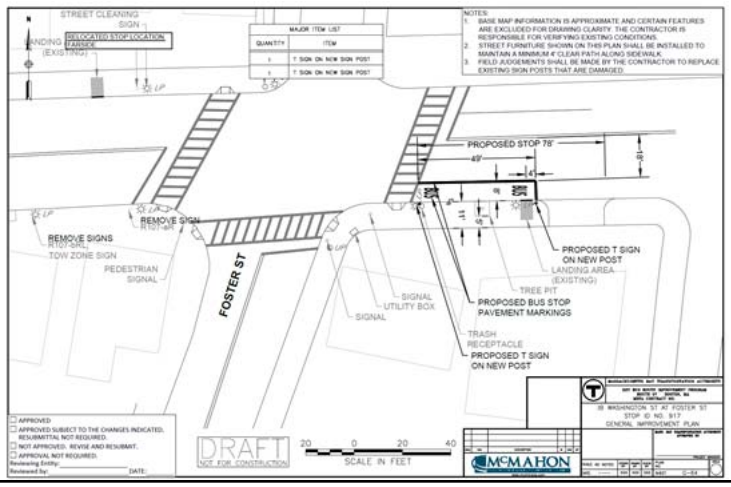

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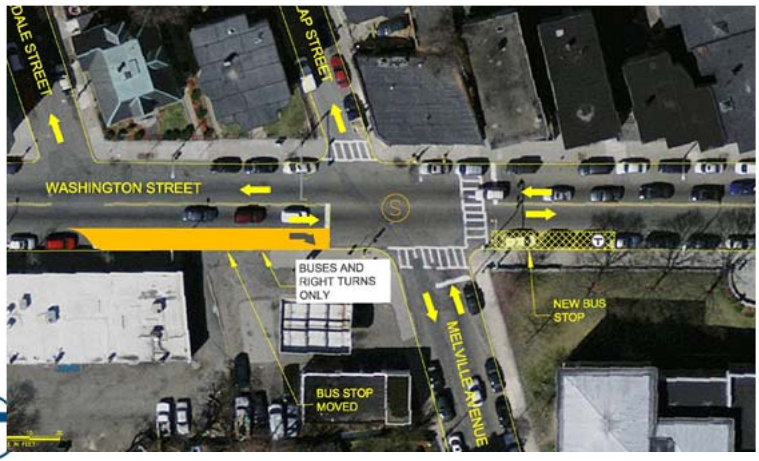
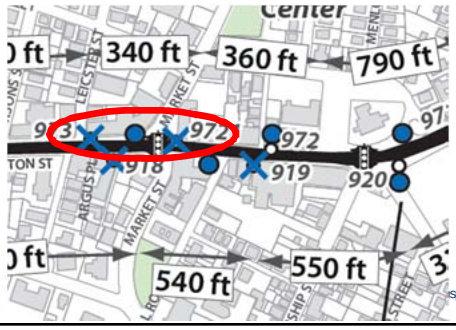
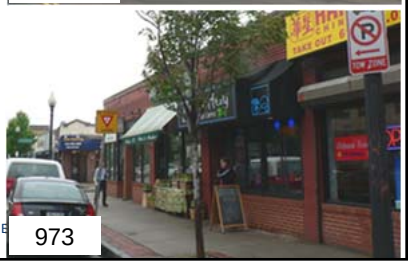


Washington St @ Market St & Leicester St OB

Consolidate at Market St farside. Add shared right turn/ bus lane in former Market St stop location.





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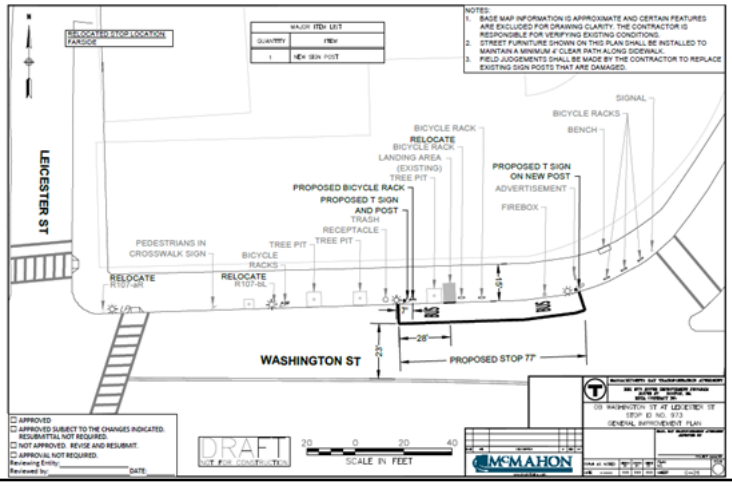
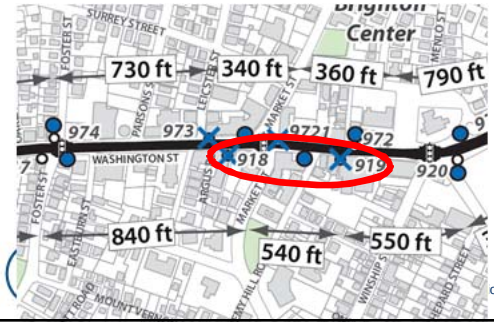


Washington St @ Baldwin/Market IB

Consolidate stops to new stop at Academy Hill. Add shelter with abutter permission. Investigate signal improvements.



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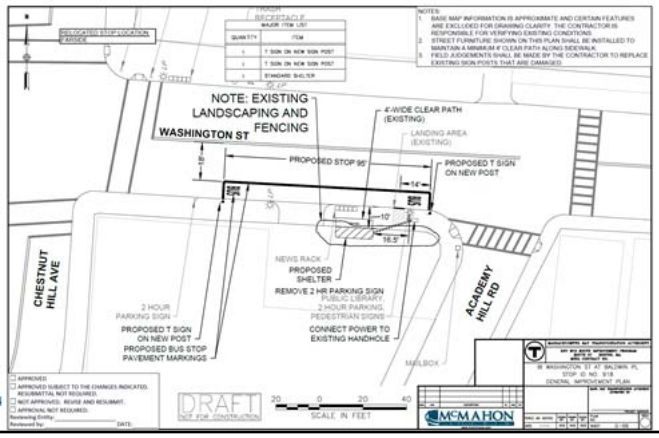

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Washington St @ Waldo Terr OB

Lengthen stop and relocate trash receptacle beyond landing area.

Washington St @ Elko St OB

Relocate stop to farside of Henshaw St to provide a safer crossing of Cambridge.

Cambridge St @ Warren St IB

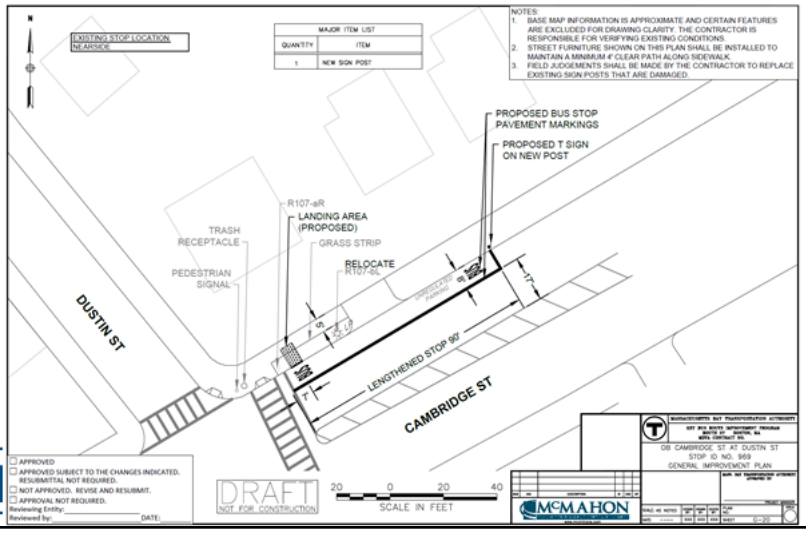
Remove stop to improve bus stop spacing. Retain stops at Washington St (#920) and opp Elko St (#19201).

Cambridge St @ Dustin St OB

Retain stop. Lengthen stop and construct level landing area.

Cambridge St @ Dustin St OB

Retain stop. Lengthen stop and construct level landing area.

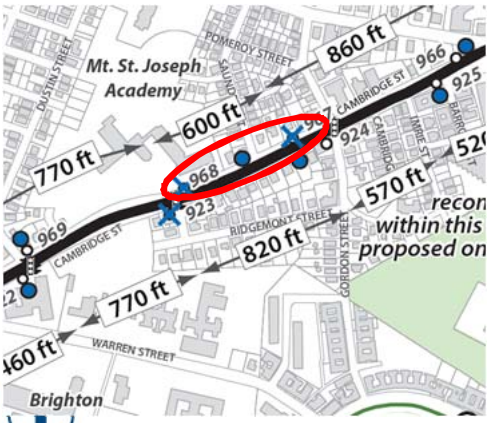


Cambridge St @ Eleanor St IB

Remove stop due to low ridership and to improve bus stop spacing.

Cambridge St @ Gordon St

Consolidate with Eleanor St OB to farside of Saunders St.



Cambridge St @ Gordon St

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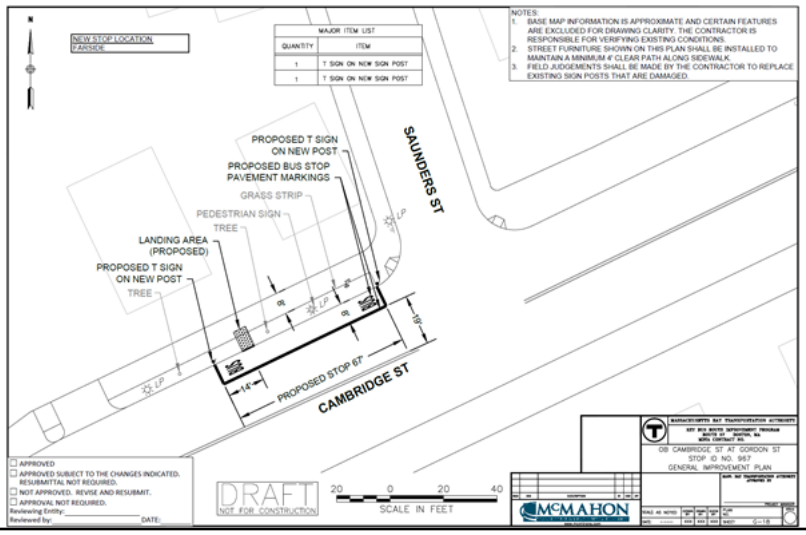
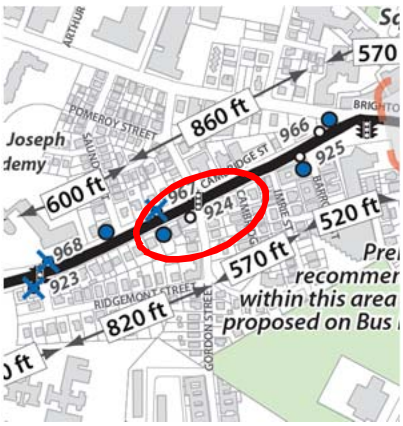


Cambridge St @ Gordon St IB

Relocate stop back from intersection. Add shelter and pavement markings.

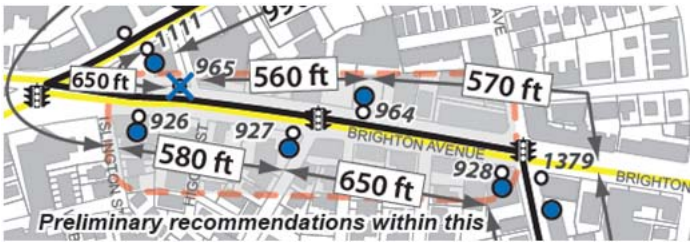


Cambridge St @ Barrows St IB

Retain stop due to transfers to Rte 64. Add shelter, trash receptacle, and pavement markings.

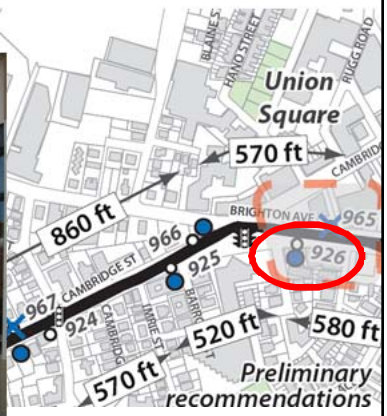
Overlap with Bus Route 66

Preliminary recommendations within this area are also proposed on Bus Route 66.



Brighton Ave @ Islington IB

Add shelter if adding a curb extension.
Alternatively, add benches.



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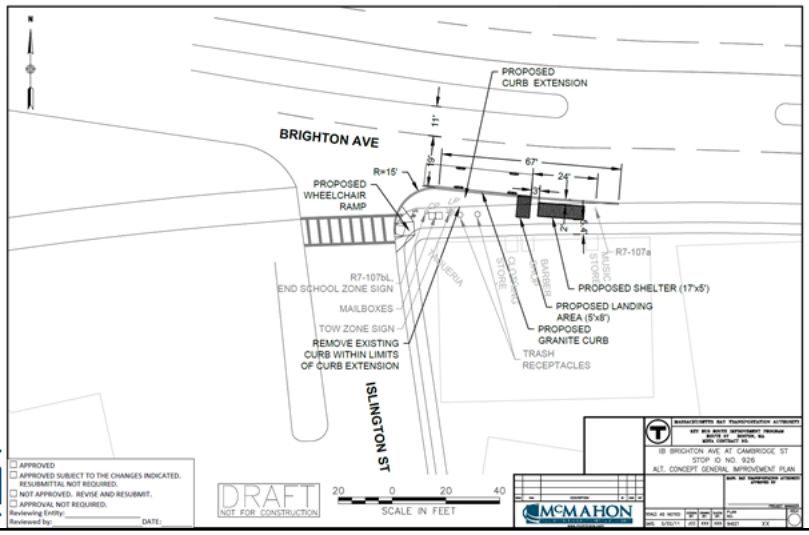
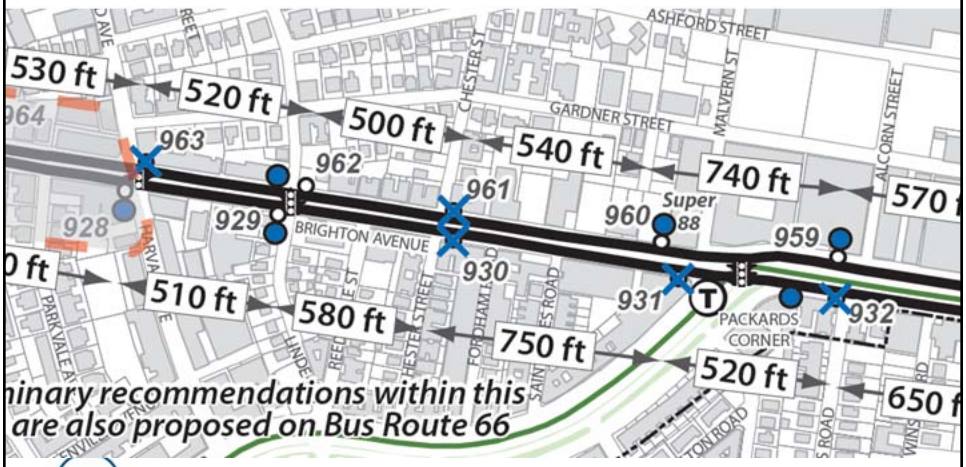


Brighton Ave @ Craftsman St OB

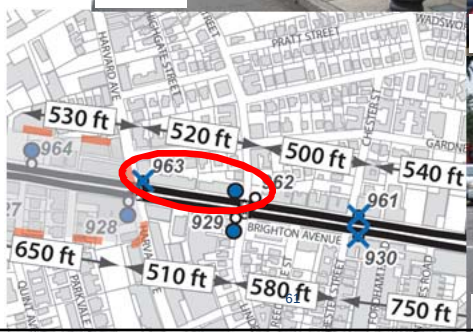
Remove stop due to low ridership and proximity of next stop

Linden St to Packards Corner



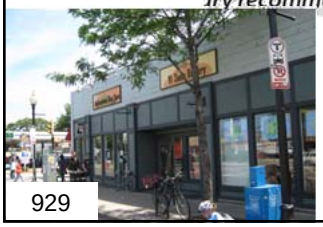
Brighton Ave @ Harvard/Linden OB

Remove Harvard St stop, relocate Linden to farside.



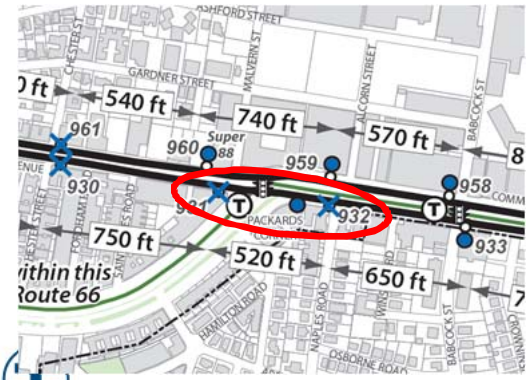
Brighton Ave @ Linden/Chester St

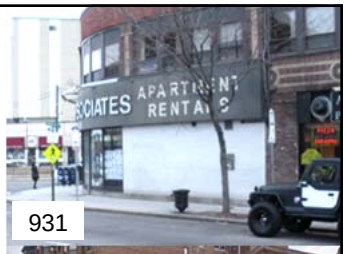
Retain IB Linden St stop; remove IB Chester St stop.

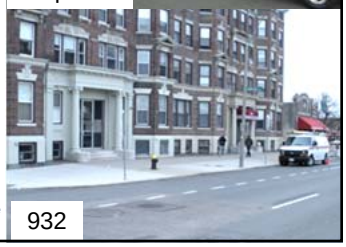


Brighton Ave @ Comm Ave IB (Packards Corner)

Consolidate inbound stops to improve spacing and add shelter.







Brighton Ave @ Comm Ave IB (Packards Corner)

massDOT Massachusetts Department of Transportation Rail & Transit Division

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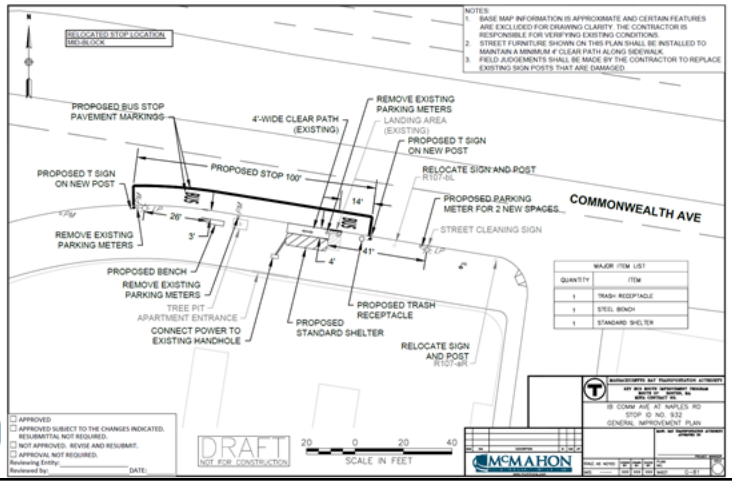
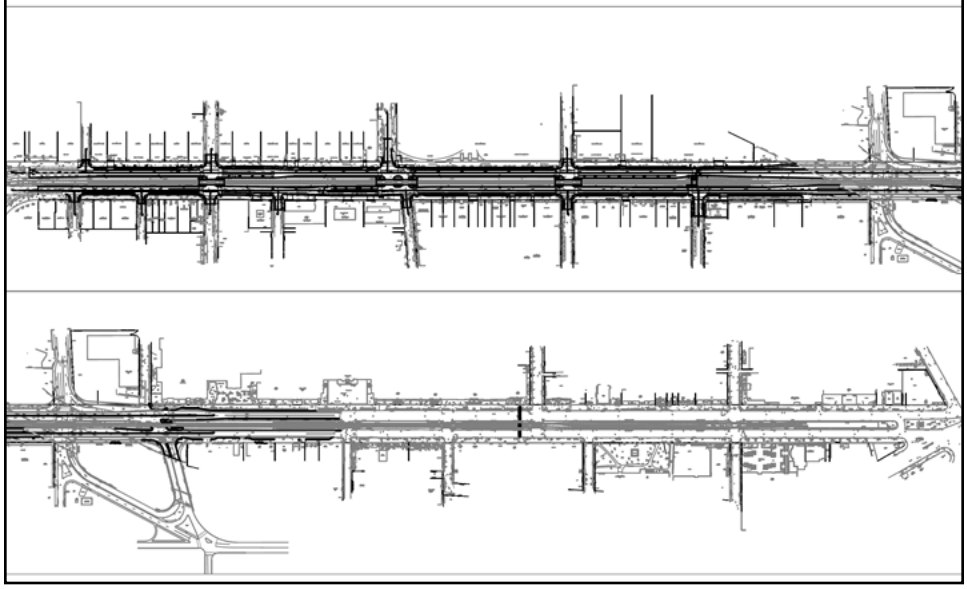


Coordination with City of Boston Commonwealth Ave Reconstruction Project



Comm Ave @ Agganis Way OB

Retain and improve stop in coordination with Comm Ave Reconstruction Project.

Comm Ave @ Agganis Way OB

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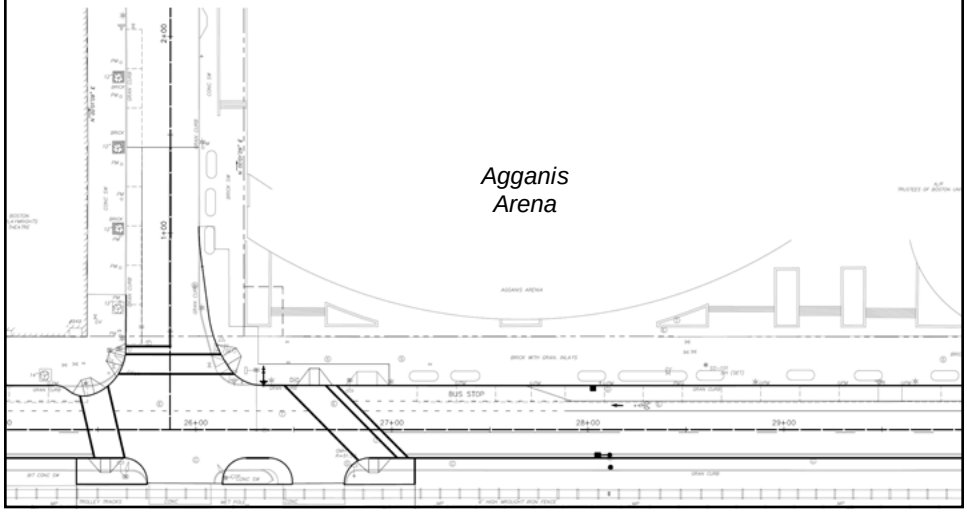

Comm Ave @ Pleasant St

Relocate IB stop to farside of Pleasant St to improve bus stop spacing. Add shelter, trash receptacle, and pavement markings. Remove St Paul stop.

Comm Ave @ Pleasant St

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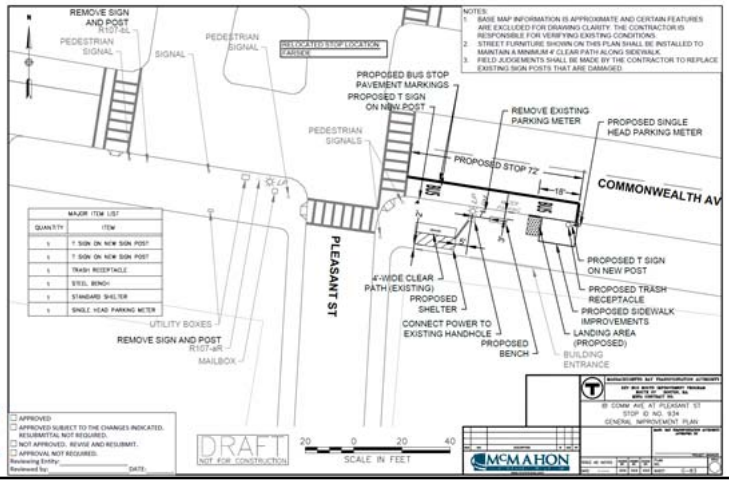
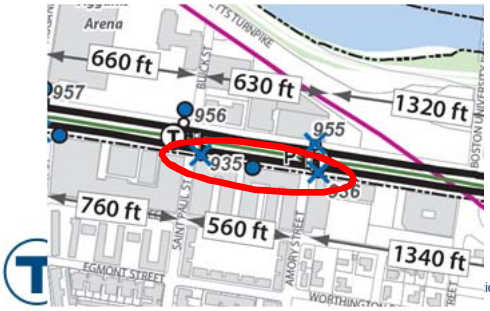


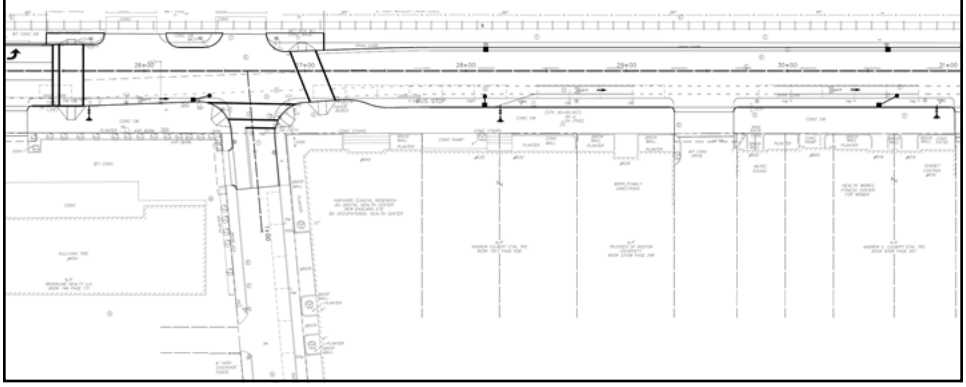
Comm Ave @ Amory St IB

Consolidate with St Paul St stop to farside of Citibank driveway. Add bench, trash receptacle, and pavement markings. Add shelter with abutter approval.



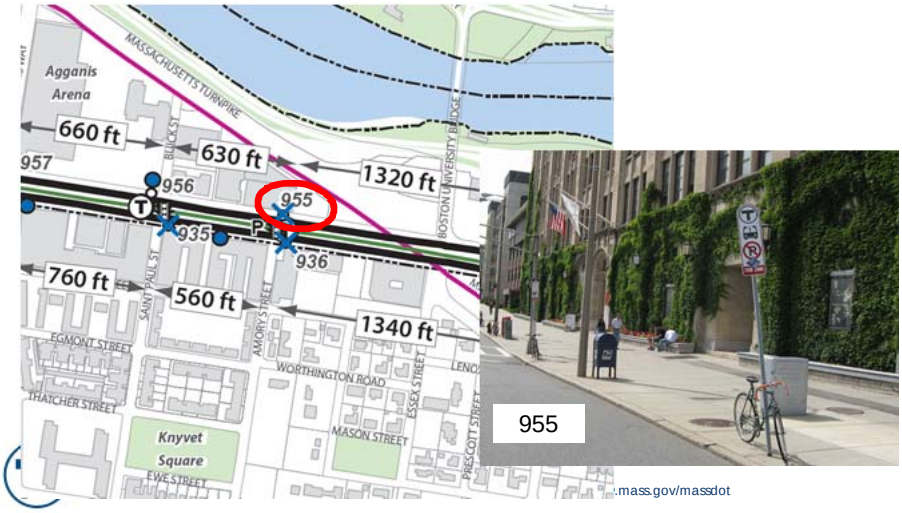
Comm Ave @ Amory St IB

Consolidate with St Paul St stop to farside of Citibank driveway. Add bench, trash receptacle, and pavement markings. Add shelter with abutter approval.



Comm Ave @ Amory St OB

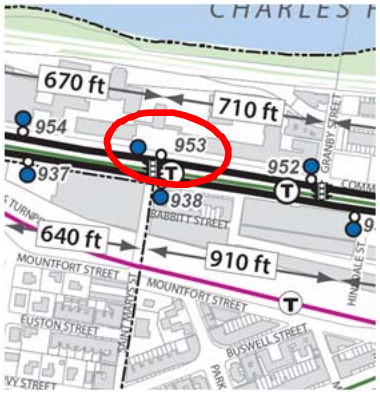
Remove stop due to low ridership and proximity of next stop.



.mass.gov/massdot

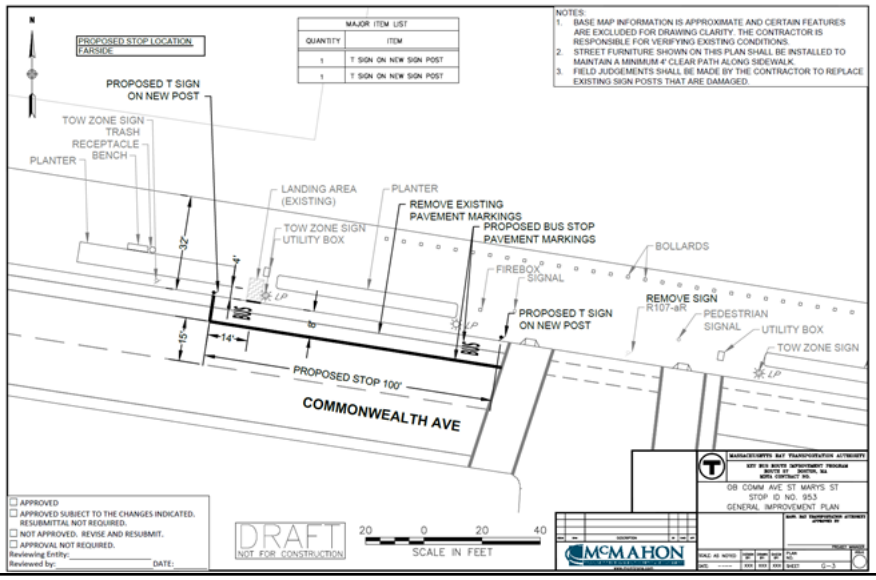
Comm Ave @ St Marys OB

Relocate stop west to clear crosswallks.



Comm Ave @ St Marys OB

Relocate stop west to clear crosswallks.



St Marys to Kenmore

Lengthen stops.

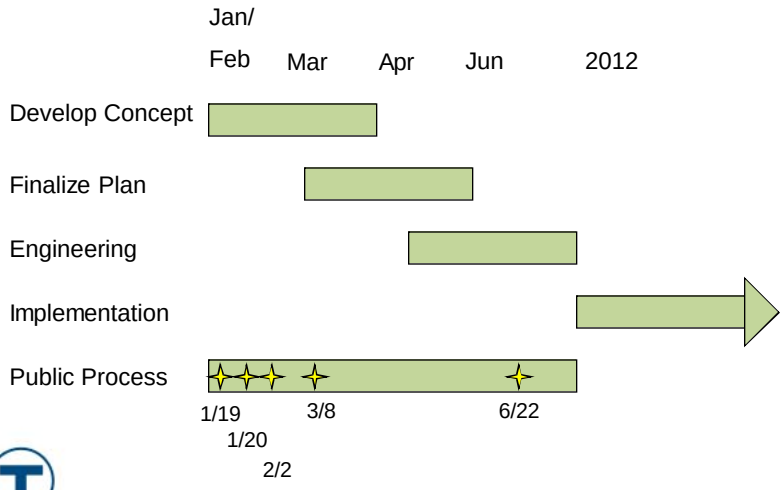
Summary of Preliminary Recommendations

- Add shelters, benches, trash receptacles, pavement markings
- Stops lengthened for accessibility
- Stops relocated
- Stops Consolidated
  - Current Stop Plan 45 IB/43 OB
  - Proposed Stop Plan 34 IB/33 OB
- Investigating traffic signal improvements
- Sidewalk improvements/curb extensions

Summary of Preliminary Recommendations

	IB	OB	Total
Total stops	45	43	88
Existing stops lengthened	8	10	18
Existing stops relocated	3	7	10
Proposed stops	34	33	67
Proposed landing areas	3	5	8
Proposed shelters	11	0	11
Proposed benches	11	2	13
Proposed trash receptacles	14	14	28
Parking added	22	24	46
Parking removed	27	26	53

Project Schedule Bus Route 57



Public Outreach

Comments and Next Steps

- Project Updates at www.mbta.com/keybusroutes
- Mail to Operations and Service Development, 45 High St, Boston, MA 02110
- Email to keybusroutes@mbta.com
- Comments due by July 8, 2011
- Next community meeting
  - **Route 66: June 23 – Mission Hill**
- Discussion

Discussion

We want to hear from you!